

**SUMMARY OF MID-GEORGIA AND SOUTH GEORGIA
REGIONAL TRUCK LANE USER TASK FORCE MEETING**

**GDOT Truck Lane Needs Identification Study – May 10, 2007
Macon State College – Macon, Georgia**

The second Mid-Georgia/South Georgia Truck Lane Users Task Force Meeting for the GDOT Truck Lane Needs Identification Study was held at Macon State College in Macon, GA on May 10, 2007 beginning at approximately 1:10 PM. Matthew Fowler, GDOT Planning, welcomed the group. He turned the floor over to Andrew Smith, Consultant Project Manager for HNTB. The group made self-introductions. The following individuals attended the meeting:

Name	Company	Phone	E-Mail
Phil Clark	MGRDC	478-751-6160	pclark@mgrdc.org
Mike Jones	C & A Transport	478-784-8652	mikej@catransportation.com
Jessica Swecker	City of Warner Robins	478-929-1936	jswecker@warnerrobinsga.gov
Wylly Harrison	HOGARDC	478-374-7441	Harrison@hogardc.org
Matthew Fowler	GDOT	--	Matthew.fowler@dot.state.ga.us
Michelle Caldwell	GDOT	--	Michelle.caldwell@dot.state.ga.us
Tom McQueen	GDOT	--	Tom.mcqueen@dot.state.ga.us
Andrew Smith	HNTB	404-946-5700	asmith@hntb.com
Claudia Bilotto	HNTB	404-946-5700	cbilotto@hntb.com
Kelly Burnes	HNTB	404-946-5700	kburnes@hntb.com
Dan Beagan	Cambridge Systematics	--	dbeagan@camsys.com

Study Update

Mr. Smith discussed the agenda and gave an overview of today's meeting. He then explained that a video with 3-D animation was created to help people visualize the truck only lanes concept. The video was then played.

After the video, Mr. Smith continued with the PowerPoint presentation. He touched on the Guiding Principles of the study. At this point, Dan Beagan was then introduced to talk about the data collection.

Mr. Beagan discussed the crash rate analysis and there was a shock from the crowd that the truck fatality rate was so high.

Phil Clark asked if the study took into consideration of the GRIP corridors. Mr. Beagan answered yes; they are included in the model as are the planned/programmed improvements. Mr. Smith added that was a good question.

Mr. Smith then took over and continued with the Evaluation Framework portion of the study. He stated that our research has shown there is a critical mass of trucks to support truck only lanes.

Mike Jones mentioned that Warner Robins, Perry, and Macon are a big growth area for trucks and asked how far south down I-75 did the study investigate?

Mr. Fowler stated that it includes widening lanes, widening of the general purpose lanes.

He went onto say that freight bottlenecks are the #2 concern identified by the Truck Study and that congestion was identified as the # 1 concern.

Mr. Beagan stated that this is consistent with the Federal identification of freight bottlenecks. In fact the first three bottlenecks identified by our study (list these) are listed on the top 25 bottlenecks list by FHWA.

The discussion then turned to network scenarios. Mr. Beagan stated that Test Case A showed no investment anywhere.

Mr. Smith then went over the Next Steps with the group. He mentioned that the study will wrap up in the fall and that we would have another task force meeting in late summer or early fall and present the engineering results to the group.

Questions

Mr. Clark had some concern with the 3 scenarios. He didn't think one lane was politically feasible and he didn't think 2 lanes was economically feasible.

Mr. Smith responded by saying that we have framed the study and know what the highest and lowest potential are and what supporting infrastructure will be needed?

Mr. Clark stated from a GDOT Board standpoint, some projects will have to move off the list in order to build truck only lanes or some other financial mechanism.

Mr. Beagan responded that economic vitality is important and that cost-benefit of truck only lanes in the corridor will be analyzed.

Mr. Smith stated the purpose of the study is to get the information to the decision-makers to decide on truck only lanes.

Mr. Jones asked what's the Federal interest in this? Adding that they are interested in keeping their interstates clear.

Mr. Fowler said truck only lane projects are eligible for federal funding and that this would be pursued when/if the time comes.

Mr. Beagan added that there is dedicated funding potential for projects related to freight.

Mr. Jones stated that Atlanta is a trucker's nightmare and that truckers will think we are going to shove them into the right lane and force them to stay there.

This prompted Mr. Clark to ask is this study being supported by the trucking community.

Mr. Smith mentioned that the trucking community has generally been supportive, that it is a sticky situation when it comes to finance and politics, but so far they have embraced the truck only lanes concept.

Mr. Jones said he doesn't want to go through Atlanta, that he wants to avoid it at all cost. If he can't beat the traffic, he would rather camp out. He added that we need to work on education. Mr. Smith agreed and stated that the video and presentations will be placed on the website. The meeting adjourned at 2:15 PM.